



Memorandum

To: Keith Gaxiola, City of San Jose
From: Robert Del Rio, T.E.
Date: April 21, 2016
Subject: Our Lady of La Vang Church Traffic Operations Study

Introduction

Hexagon Transportation Consultants, Inc. has completed a traffic operations study for the proposed Our Lady of La Vang Church located along Santa Clara Street between 8th and 9th Streets in San Jose. Figure 1 shows the project site location.

Project Description

The project as proposed would consist of the construction of a 23,433 square-foot (s.f.) church and new 18,920 s.f. multi-purpose hall. A small administration building, fire damaged church, and surface parking lot currently occupies the location of the proposed project. Traffic entitlement for the former church and administration building is available on the project site. The previous church had provided a seating capacity of 900 seats. The new proposed church will provide a seating capacity of approximately 1,200 seats. However, the anticipated attendees for regular and holiday services/events at the church are not expected to exceed the 1,500 attendees of the previous church for similar services.

Parking for the church will be provided by a new two-level 206-space parking garage on site. In addition, parking for church parishioners will continue to be provided at the San Jose State (SJSU) North parking garage located along 9th Street via an existing shared parking agreement. The parking agreement does not allow for the use of the new church parking garage by SJSU students.

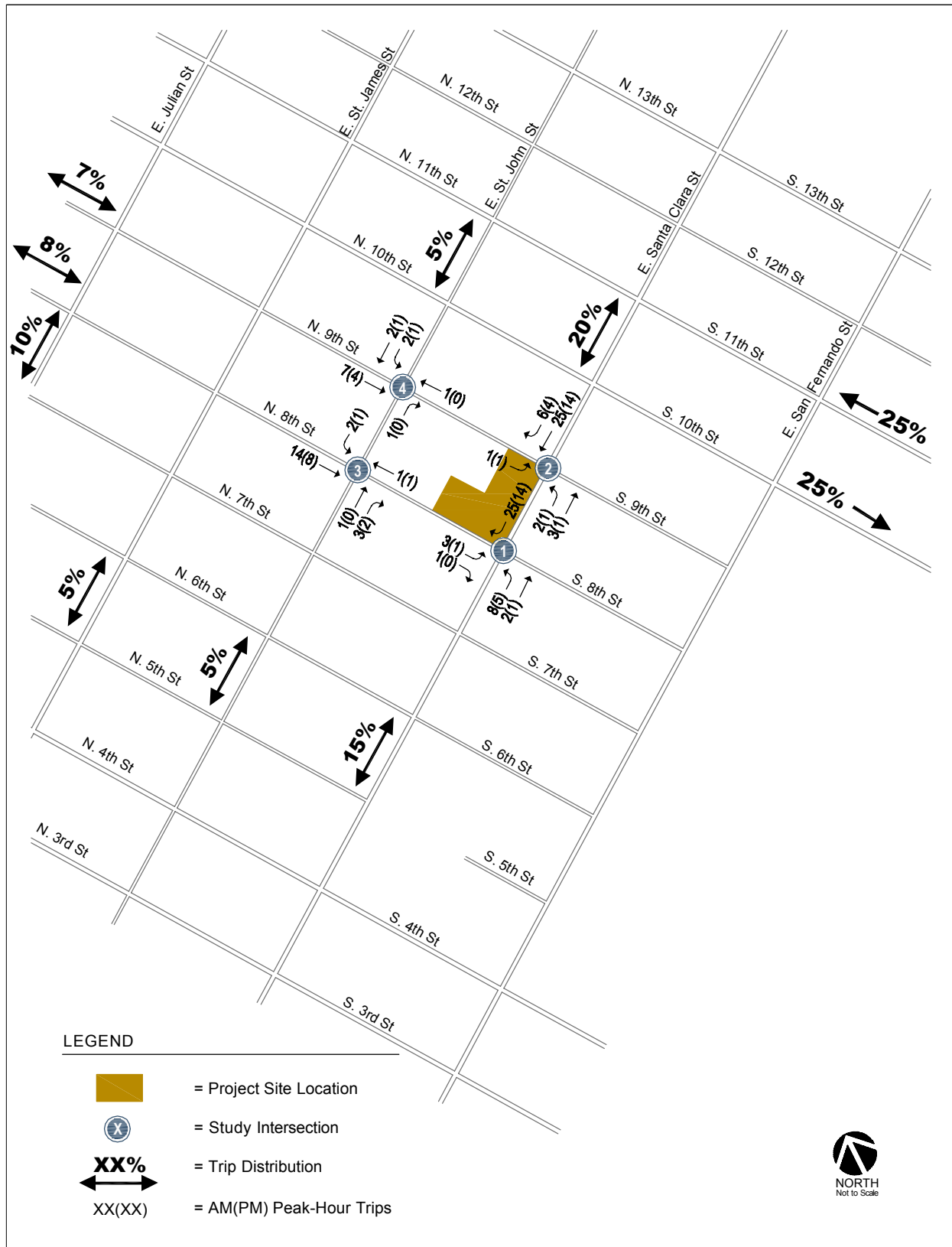
There is also an existing elementary school (St. Patrick Parochial School) adjacent to the project site. The project includes the construction of additional building space to serve the needs of the existing school. However, the project is not proposing to increase the current student enrollment of 253 students at the school that would result in an increase in vehicular trips. Therefore, the existing school and its activities are excluded from this evaluation. School drop-off and pick-up primarily occurs within the school play area with parents entering and existing via the driveways along 8th Street. Some drop-offs/pick-ups also occur along the school frontage on 9th Street in a designated passenger loading/unloading zone. There are no proposed changes to the school drop-off/pick up locations and circulation other than condensing the two play area driveways into one gated driveway.

Scope of Study

A separate memorandum dated April 24, 2015, which presented trip generation estimates for the project was completed and presented to city staff. Upon their review of the trip generation estimates, the city determined that the preparation of a comprehensive traffic impact analysis was not required for the project. However, a traffic operations analysis required for the project per city staff.

The purpose of the traffic operations study was to identify any potential operational issues that could occur as a result of the project. Vehicular site access was evaluated based on the proposed driveway locations and interaction with the school traffic. Truck access, including trash pickup and loading activities, was evaluated. Parking and on-site vehicular circulation also was analyzed. Lastly, bicycle and pedestrian access and safety were evaluated.

Figure 1
Site Location, Study Intersections, Project Trip Distributions, and Gross Project Trip Assignments



Existing Conditions

This section describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided by US 101, SR 87 and I-280. Local site access is provided by East Santa Clara Street, East St. John Street, 8th Street, 9th Street, 10th Street and 11th Street. The local roadways and regional freeways are described below.

US 101 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the site is provided via an interchange at Santa Clara Street and its junction with I-280.

SR 87 is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. SR 87 provides access to US 101 and I-280/I-680. Access to the site to and from SR 87 is provided via interchanges at Julian Street/St. James Street and Santa Clara Street and its junction with I-280.

I-280 is an eight-lane freeway in the vicinity of the site. It extends northwest to San Francisco and east to King Road in San Jose, at which point it makes a transition into I-680 to Oakland. Access to the site is provided via its interchanges with 10th and 11th Streets.

E. Santa Clara Street is an east-west, four-lane street located south of the project site. E. Santa Clara Street provides access to and from the site via N. 8th Street and N. 9th Street.

E. St. John Street is an east-west two-lane street that serves as the northern boundary of the project site. E. St. John Street provides access to and from the site via N. 8th Street and N. 9th Street.

N. 8th Street is a north-south two-lane street that serves as the western boundary of the project site. N. 8th Street provides direct access to the project site.

N. 9th Street is a north-south two-lane street that serves as the eastern boundary of the project site. N. 9th Street provides direct access to the project site.

N. 10th Street is a one-way street in the southbound direction. N. 10th Street provides access to and from the project site via E. Santa Clara Street and E. St. John Street.

N. 11th Street is a one-way street in the northbound direction. N. 11th Street provides access to and from the project site via E. Santa Clara Street and E. St. John Street.

Existing Bicycle and Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along all of the surrounding streets. Crosswalks and pedestrian signal heads are located at the 9th Street and Santa Clara Street signalized intersections. Crosswalks are provided along only one approach at the 8th Street and Santa Clara Street and 9th Street and St. John Street intersections. Overall the existing sidewalks have good connectivity and provide pedestrians with safe routes to the surrounding land uses in the area. In addition, Bike Share and Zip Car locations are provided throughout the Downtown area. The nearest bike share and Zip car locations are located on Santa Clara Street between 4th Street and 5th Street, within walking distance of the project site, in front of San Jose City Hall.

None of the roadways in the immediate vicinity of the project site contain Class II bicycle facilities (striped bike lanes). However, within the larger study area, the following roadways contain bike lanes:

- 3rd Street, between Jackson Street and I-280
- 4th Street, between Jackson Street and I-280
- 7th Street, between Empire Street and Tully Street
- 10th Street, between Old Bayshore Highway and Story Road

- 11th Street, between Hedding Street and Story Road
- San Fernando Street, between Cahill Street, San Jose Diridon Station, and 10th Street

In addition, St. John Street provides “sharrow” or shared-lane markings along its entire extent. The City of San Jose has developed a public Bike Share system that allows users to rent and return bicycles at various popular locations. Figure 2 shows the existing bicycle facilities and Zip car locations.

Existing Transit Services

Existing transit services to the study area are provided by the VTA. Figure 3 shows the existing transit facilities.

Bus Service

The downtown area is served by many local bus lines. The bus lines that operate within 400 feet walking distance of the project site are listed in Table 1, including their route description and commute hour headways. The VTA also provides a shuttle service within the downtown area. The downtown area shuttle (DASH) provides shuttle service from the San Jose Diridon Caltrain station to San Jose State University, and the Paseo De San Antonio and Convention Center LRT stations via San Fernando and San Carlos Streets.

Table 1
Existing Bus Service Near the Project Site

Bus Route	Route Description	Headway /a/
Local Route 22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	12 min
Local Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	12 min
Local Route 63	Almaden Expwy. & Camden to San Jose State University	30 min
Local Route 64	Almaden LRT Station to McKee & White via Downtown San Jose	15 min
Community Bus Route 65	Kooser & Blossom Hill to 13th & Hedding	45 - 50 min
Local Route 72	Senter & Monterey to Downtown San Jose	15 min
Local Route 73	Snell/Capitol to Downtown San Jose	15 min
Local Route 81	San Jose State University to Vallco	30 min
Rapid 522	Palo Alto Transit Center to Eastridge Transit Center	15 min
Hwy 17 Express (Route 970)	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	10 - 30 min
Notes: /a/ Approximate headways during peak commute periods.		

VTA Light Rail Transit (LRT) Service

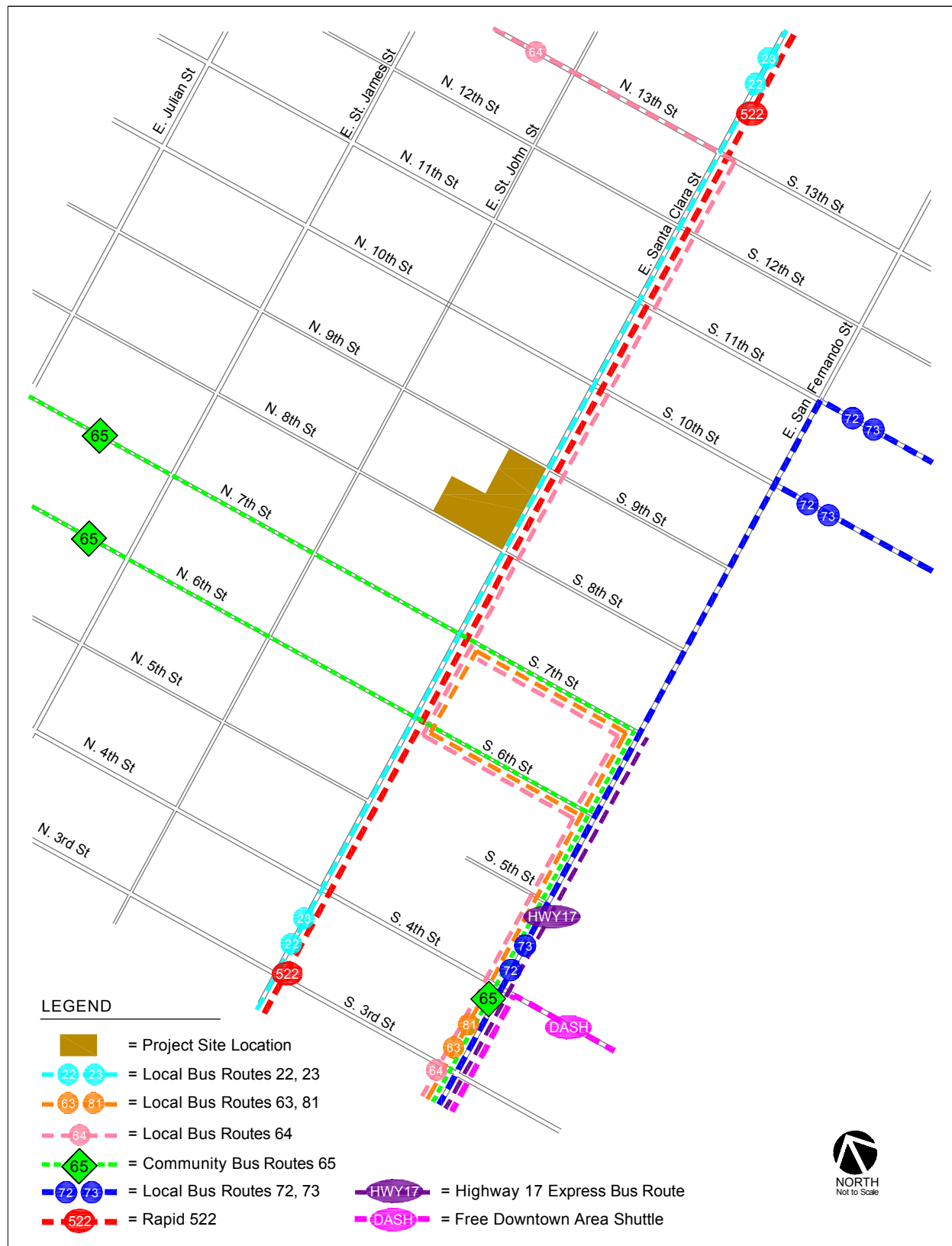
The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day.

The Mountain View–Winchester and Alum Rock–Santa Teresa LRT lines operate within walking distance of the project site. The Santa Clara LRT station is located approximately ½ mile west of the project site. The San Jose Diridon station is located along the Mountain View–Winchester LRT line and is served by Caltrain, ACE, and Amtrak.

Figure 2
Existing Bicycle Facilities and Zip Car Locations



Figure 3
Existing Transit Facilities



Project Trip Generation

Trip generation for the proposed church and multi-purpose hall was estimated based on hourly project site activity utilizing information provided by the Our Lady of La Vang Church. Information on the proposed facility provided by the church included the time of day and anticipated number of attendees at masses, meetings, and various activities. The activity and attendee data was then converted into vehicular trips based on assumptions for time of arrival/departure, and vehicle occupancy rates. The vehicular conversion assumptions were based on engineering judgment by Hexagon staff.

Based on project site activity information, it was estimated that the proposed project would generate 77 and 43 trips during the AM and PM peak hours, respectively. Therefore, the proposed project would generate a net additional 63 trips during the AM peak hour and 29 trips during the PM peak hour when compared to the approved/entitled uses on the project site. A separate memorandum dated April 24, 2015, presented in greater detail the trip generation estimates for the project. A summary of the trip generation estimates is presented in Table 2.

Project Trip Distribution and Trip Assignment

The project trips were assigned to the roadway network based on the proposed project driveway locations, existing travel patterns in the area, freeway access, and the relative locations of complementary land uses. The project trip distribution pattern and trip assignment are shown on Figure 1.

Vehicular Site Access and Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation are provided and to identify any access or circulation issues that should be improved. This review is based on the site plan prepared by SIM Architects, dated December 22, 2015, presented on Figure 4 and in accordance with generally accepted traffic engineering standards.

Site Access

The proposed project is located along the north side of Santa Clara Street between 8th Street and 9th Street. The project site is currently served by one driveway along Santa Clara Street, one along 8th Street, and one along 9th Street. Two additional driveways along 8th Street that currently serve the adjoining St. Patrick School play area will be condensed to one in and out driveway. The school play area gate will remain closed during school hours. The project site will continue to be served by the existing driveways along 8th and 9th Streets. Each of the driveways will provide access to the new two-level 206-space parking garage. The existing driveway along Santa Clara Street will be removed.

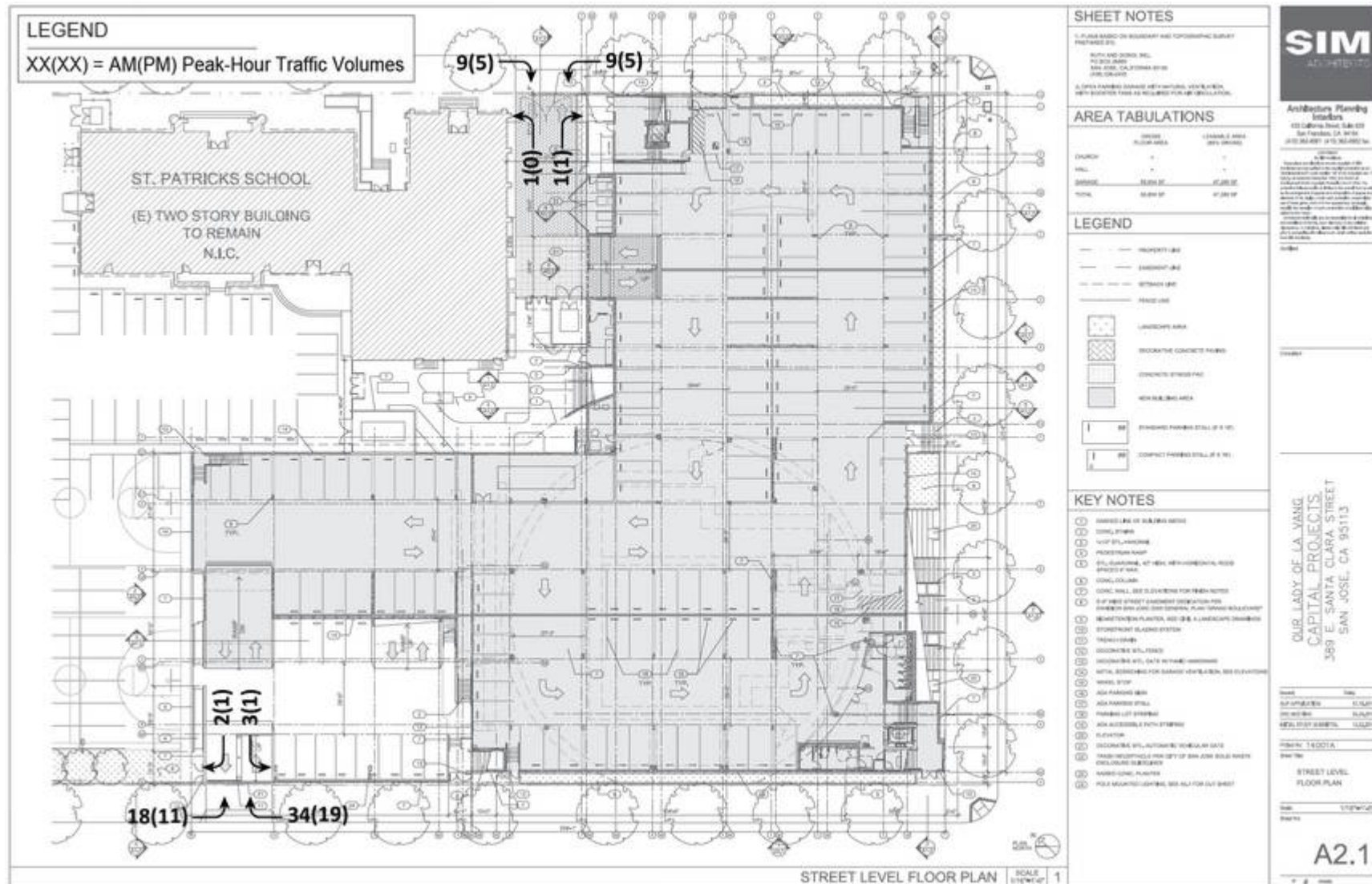
The estimated distribution of project traffic to each of the site access points is based on the location of the parking garage access points and assumes that each of the project access points would serve generally an equal amount of project traffic. The ability to enter and exit the parking garage from both 8th and 9th Streets should result in equal usage of all garage access points and avoid the concentration of project traffic at one particular driveway or adjacent street intersection. Based on the projected traffic volumes, each of the proposed project access points would adequately serve projected traffic demands. Project trips at each of the project access points are shown in Figure 4.

According to the City of San Jose design standards, standard driveways and entry drives with two-way traffic should be at least 26 feet wide. The entrance to the new parking garage from 8th Street is shown to be 26 feet wide. However, the driveway along 9th Street is proposed to be 24 feet wide. Therefore, the proposed width of the garage entrance along 9th Street should be widened to 26 feet to meet City design standards. Vehicle queuing issues are not expected to occur at the project site entrances along 8th and 9th Streets based on the relatively low number of project trips at the driveways and minimal traffic volumes on 8th and 9th Streets.

Table 2
Weekday Trip Generation Estimates Summary

Land Use	Size	Daily Trip Rate	Daily Trips	AM Peak Hour						PM Peak Hour					
				Pk-Hr Factor	Splits		Trips		Total	Pk-Hr Factor	Splits		Trips		Total
					In	Out	In	Out			In	Out	In	Out	
Approved/Entitled Land Uses¹															
Church (14,618 s.f. Church and 11,190 s.f. Admin. Bldg.)	25,808 s.f.	9.1	-235	0.56	62%	38%	-9	-5	-14	0.55	48%	52%	-7	-7	-14
Proposed Project Based on ITE Trip Rates															
Church	23,433 s.f.	9.1	213	0.56	62%	38%	8	5	13	0.55	48%	52%	6	7	13
Multi-Purpose Hall ²	18,920 s.f.	33.8	640	2.05	66%	34%	26	13	39	2.74	49%	51%	25	27	52
Total Proposed Project Trips			853				34	18	52				31	34	65
Combined Church and Multi-Purpose Hall ¹	42,353 s.f.	9.1	386	0.56	62%	38%	15	9	24	0.55	48%	52%	11	12	23
Net Project Trips Based on ITE Rates:³			151				6	4	10				4	5	9
Proposed Project Based on Project Activity Information															
Church and Multi-Purpose Hall ⁴							70	7	77				40	3	43
Net Project Trips Based on Project Activity Information:							61	2	63				33	-4	29
Notes: Source: ITE Trip Generation Manual, 9th Edition, 2012. ¹ Based on ITE rates for Church Land Use (560). ITE states that churches include assembly halls and may include meeting rooms, classrooms and catering facilities. ² Based on ITE rates for Recreational Community Center Land Use (495). Recreational Community Center may not be reflective of the proposed multi-purpose hall. Trip estimates provided for informational purposes. ³ Based on combined church and multi-purpose hall trip estimates using ITE rates. ⁴ Based on project activity information as presented in Our Lady of La Vang Church Trip Generation Analysis, April 24, 2015, Hexagon Transportation Consultants, Inc.															

Figure 4
Weekday Peak Hour Project Trips at Site Driveways



Sight Distance at the Driveway Serving the Project

Based on the site plan provided, the driveways serving the project would be free and clear of obstructions, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles traveling on both 8th and 9th Streets. Adequate sight distance (sight distance triangles) should be provided at each of the project driveways in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Appropriate visible and/or audible warning signals should be provided at each of the garage entrances to alert pedestrians and bicyclists of vehicles exiting the garage.

Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection, and provides drivers with the ability to exit a driveway or locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For the project driveways on 8th and 9th Streets, which have a posted speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Thus, a driver must be able to see 200 feet down 8th and 9th Streets in order to stop and avoid a collision.

The project driveway along 9th Street will be located approximately 150 feet north of the signalized Santa Clara Street and 9th Street intersection. Therefore, it is not possible to meet the Caltrans sight distance standards for turn-movements from Santa Clara Street to 9th Street. However, the signal at Santa Clara Street will provide control and allow for sufficient gaps in northbound traffic flow along 9th Street to allow vehicles to exit the project driveway.

On-Site Circulation

Based on the proposed site plan, on-site vehicular circulation for the most part would be efficient with simple rectangular circulation aisles within the parking garage. The City's standard width for two-way drive aisles is 26 feet wide where 90-degree parking is provided. This allows sufficient room for vehicles to back out of parking spaces. The planned width of each drive aisle within the garage is proposed to be a minimum of 26 feet wide. Thus, the drive aisles will meet the City's 26 feet standard.

All garbage trucks and large delivery vehicles will perform their operations outside of the building at the curbs along 9th Street, 8th Street, and Santa Clara Street. Trash staging areas are shown on the site plan to be located near the parking garage entrance along 9th Street. Trash bins will be wheeled out to 9th Street for garbage truck pickup.

Overall, the site plan exhibits adequate site access and on-site circulation for motor vehicles and large trucks. The City ultimately will determine the adequacy of the proposed driveways and internal on-site circulation design.

Pedestrian Access and Circulation

Sidewalks are provided along each of the streets that bound the project site. Crosswalks and pedestrian signal heads are located at the 9th Street and Santa Clara Street signalized intersections. Crosswalks are provided along only one approach at the 8th Street and Santa Clara Street and 9th Street and St. John Street intersections. Overall the existing sidewalks have good connectivity and provide pedestrians with safe routes to the surrounding land uses in the area.

Parking

Per the City of San Jose Municipal Code (Chapter 20.90) church land uses are required to provide one space per 6 linear feet of seats and 1 parking space per 4 fixed seats. Based on a proposed 1,808 linear feet plus 200 fixed seats and the City's parking ratios, the project is required to provide a total of 352 off-street parking spaces for the church uses. Per City of San Jose planning staff, City of San Jose Urban Village Overlay parking reductions are applicable to the project site since the project site is located within an Urban Village and Neighborhood Business District. The Urban Village Overlay allow for a reduction in the required on-site parking by 20%. The application of the reduction would result in the requirement of 282 on-site parking spaces for the church.

The proposed multi-purpose hall includes assembly space (cryroom), banquet/event facilities, classrooms, and administration office space. Per City of San Jose planning staff, required on-site parking is determined based on the most intensive site use that generates the greatest parking demand. Sunday masses at the church will generate the greatest on-site parking demand. Therefore, the required parking for the site is based on the proposed Church use on the project site.

The new parking garage will include a total of 206 parking spaces. Based on the San Jose parking requirements for the church uses and application of the 20% Urban Village parking reduction, the proposed 206 garage parking spaces would be short 76 parking spaces of the City's parking requirement.

However, parking for church parishioners will continue to be provided at the San Jose State (SJSU) North parking garage located along 9th Street via an existing shared parking agreement. The agreement allows the use of the 1,800 space garage during weekend services and special events. The parking agreement does not allow for the use of the new church parking garage by SJSU students. Therefore, the new on-site parking garage and shared SJSU parking will provide adequate parking to meet the City's parking requirements for the proposed church.

Bicycle Parking

Based on the site plan, the project proposes 13 bicycle racks that will accommodate up to 26 bicycles. The City of San Jose Standards require 1 bicycle parking space per 60 fixed seats and 1 bicycle parking space per 90 linear feet of seating for church uses. The proposed project should provide 23 bicycle parking spaces to meet the city standards. Thus, the proposed 26 bicycle spaces would meet the City's bicycle parking requirement.

Vehicular Queuing Analysis

Vehicle queues were estimated using TRAFFIX, which is based on the HCM 2000 methodology. The basis of the analysis is as follows: (1) the TRAFFIX software is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections. The results of the queue analysis are summarized in Table 3.

Table 3
Queuing Analysis Summary

Scenario	Peak Hour	Projected Queue Length (Vehicles)							
		8th St/Santa Clara		9th St/Santa Clara		8th St/St. John		9th St/St. John	
		SBL	EBL	SBL	EBL	NBL	WBL	NBL	WBL
Existing	AM	1	1	6	1	1	1	1	1
	PM	1	1	4	1	1	1	1	1
ExistingProject Plus Project	AM	1	1	6	1	1	1	1	1
	PM	1	1	4	1	1	1	1	1
Background	AM	1	1	6	1	1	1	1	1
	PM	1	1	4	1	1	1	1	1
Background Plus Project	AM	1	1	6	1	1	1	1	1
	PM	1	1	4	1	1	1	1	1
Available Storage									
Existing & Background Storage (feet)		200	100	150	125	150	125	150	125
Existing & Background Storage (Vehicle) ¹		8	4	6	5	6	5	6	5
¹ Assumed 25 feet per vehicle. Red numbers indicate movements for which projected queue lengths exceed available storage capacity.									

The queuing analysis indicates that the addition of project traffic would not result in the increase in the projected maximum queue lengths at the study locations during the peak hours and the existing storage capacity would be adequate for under project conditions.

School & Church Functionality

St. Patrick Parochial School is located adjacent to the north side of the project site. The project includes the construction of additional building space to serve the needs of the existing school. However, the proposed project is not proposing to increase the current student enrollment of 253 students at the school that would result in an increase in vehicular trips. The primary hours of operation of the church would be from 7:00 AM to 10:00 PM seven days a week. Weekday activities will include daily weekday masses and gatherings/choir practice at the church and bible study within the multi-purpose hall. Funeral services also would occasionally occur during weekday mornings. The administration offices, to be located within the multi-purpose hall, would be open between 7:00 AM to 5:00 PM Monday through Friday.

Regular weekday school hours are from 8:00 am to 3:00 pm at St. Patrick School. Traffic associated with the school peaks during the student drop-off period (7:15-8:00 am) and pick-up period (3:00-3:45 pm). School drop-off and pick-up primarily occurs within the school play area with parents entering and existing via the driveways along 8th Street. Some drop-offs/pick-ups also occur along the school frontage on 9th Street in a designated passenger loading/unloading zone. There are no proposed changes to the school drop-off/pick up locations and circulation other than condensing the two play area driveways into one gated driveway. Figure 5 indicates the school drop-off/pick-up locations and circulation. Observations of the school drop-off and pick-up periods did not identify any operational issues or lengthy vehicle queues at the school driveways along 8th Street. Queues of no more than two vehicles were observed along 8th Street at the school driveways.

Based on the anticipated schedule of activities and events of the church, nearly all weekday church functions would occur after school hours with the exception of a daily weekday mass scheduled from 7:30-8:30 am. The arrival of attendants of the mass will coincide with the school drop-off period. It is anticipated that there may be as many as 120 attendants of the weekday morning mass. The weekday mass attendants equates to 60 vehicles assuming average vehicle occupancy of 2.0 persons per vehicle. As presented in Figure 4, it is projected that 42 of the 60 vehicles associated with the weekday morning mass may utilize the 8th street garage entrance.

Based on the observations during the school drop-off period and projected traffic volumes at the garage entrance along 8th Street, it is not expected that vehicular queues along 8th Street associated with the school will inhibit access to the parking garage during the weekday morning mass. However, should it be found upon completion of the church that operational issues, due to the conflict of school and church traffic, do occur along 8th street mass attendants could be restricted to the use of only the 9th Street garage entrance by closing the 8th Street garage entrance during the school drop-off period. In addition, the weekday morning mass could also be moved to 8:30 am so as not to coincide with the school drop-off period.

Trips associated with the church will be minimal, no more than 10 trips associated with the church administration office, during the school pick-up period and should not result in any operational problems due to school and church traffic interaction.

Conclusions

The project as proposed would consist of the construction of a 23,433 square-foot (s.f.) church and new 18,920 s.f. multi-purpose hall. Parking for the church will be provided by a new two-level 206-space parking garage on site. In addition, parking for church parishioners will continue to be provided at the San Jose State (SJSU) North parking garage located along 9th Street via an existing shared parking agreement. The parking agreement does not allow for the use of the new church parking garage by SJSU students.

There is also an existing elementary school (St. Patrick Parochial School) adjacent to the project site. However, the project is not proposing an increase in student enrollment at the school that would result in an increase in vehicular trips. Therefore, the existing school and its activities are excluded from this evaluation. School drop-off and pick-up primarily occurs within the school play area with parents entering and existing via the driveways along 8th Street. Some drop-offs/pick-ups also occur along the school frontage on 9th

Figure 5
School Drop-Off/Pick-Up Locations and Circulation



Street in a designated passenger loading/unloading zone. There are no proposed changes to the school drop-off/pick up locations and circulation other than condensing the two play area driveways into one gated driveway.

A separate memorandum dated April 24, 2015, which presented trip generation estimates for the project was completed and presented to city staff. Upon their review of the trip generation estimates, the city determined that the preparation of a comprehensive traffic impact analysis was not required for the project.

Recommendations

A summary of the site access and circulation review along with recommended adjustments is provided below.

- The project site is currently served by one driveway along Santa Clara Street, one along 8th Street, and one along 9th Street. The project site will continue to be served by the existing driveways along 8th and 9th Streets. Each of the driveways will provide access to the new two-level 206-space parking garage. The existing driveway along Santa Clara Street will be removed.
- Two additional driveways along 8th Street that currently serve the adjoining St. Patrick School play area will be condensed to one in and out driveway. The school play area gate shall remain closed during school hours.
- Based on the projected traffic volumes, each of the proposed project driveways serving the parking garage would adequately serve projected traffic demands and vehicle queuing issues are not expected to occur at the driveways along 8th and 9th Streets.
- According to the City of San Jose design standards, standard driveways and entry drives with two-way traffic should be at least 26 feet wide. The entrance to the new parking garage from 8th Street is shown to be 26 feet wide. However, the driveway along 9th Street is proposed to be 24 feet wide. Therefore, the proposed width of the garage entrance along 9th Street should be widened to 26 feet to meet City design standards.
- The project driveway along 9th Street will be located approximately 150 feet north of the signalized Santa Clara Street and 9th Street intersection. Therefore, it is not possible to meet the Caltrans sight distance standard of 200 feet for turn-movements from Santa Clara Street to 9th Street. However, the signal at Santa Clara Street will provide control and allow for sufficient gaps in northbound traffic flow along 9th Street to allow vehicles to exit the project driveway.
- Appropriate visible and/or audible warning signals should be provided at each of the garage entrances to alert pedestrians and bicyclists of vehicles exiting the garage.
- Based on the San Jose parking requirements for the church uses and application of the 20% Urban Village parking reduction, the proposed 206 garage parking spaces would be short 76 parking spaces of the City's 282 space parking requirement.
- However, parking for church parishioners will continue to be provided at the San Jose State (SJSU) North parking garage located along 9th Street via an existing shared parking agreement. The agreement allows the use of the 1,800 space garage during weekend services and special events. The parking agreement does not allow for the use of the new church parking garage by SJSU students. Therefore, the new on-site parking garage and shared SJSU parking will provide adequate parking to meet the City's parking requirements for the proposed church.
- School drop-off and pick-up currently occurs within the school play area with parents entering and existing via the driveways along 8th Street. Some drop-offs/pick-ups also occur along the school frontage on 9th Street in a designated passenger loading/unloading zone. There are no proposed changes to the school drop-off/pick up locations and circulation other than condensing the two play area driveways into one gated driveway. Observations of the school drop-off and pick-up periods did not identify any operational issues or lengthy vehicle queues at the school driveways along 8th Street.

- Based on the anticipated schedule of activities and events of the church, nearly all weekday church functions would occur after school hours with the exception of a daily weekday mass scheduled from 7:30-8:30 am. The arrival of attendants of the mass will coincide with the school drop-off period. Based on the observations during the school drop-off period and projected traffic volumes at the garage entrance along 8th Street, it is not expected that vehicular queues along 8th Street associated with the school will inhibit access to the parking garage during the weekday morning mass. However, should it be found upon completion of the church that operational issues, due to the conflict of school and church traffic, do occur along 8th street mass attendants could be restricted to the use of only the 9th Street garage entrance by closing the 8th Street garage entrance during the school drop-off period. In addition, the weekday morning mass could also be moved to 8:30 am so as not to coincide with the school drop-off period.